

Introduction: Waterfront Committee structure, role in overall planning process

- Advises City Council, the City Manager, and city departments on issues related to Alexandria Waterfront
- Committee's 15 members each represent a particular neighborhood, City committee, or community & civic organization
- Staffed by Dept. of Recreation, Parks, and Cultural Affairs
- Committee has been actively involved in the waterfront planning process; delighted to be co-host of Marina Night
- Last spring, Committee adopted series of waterfront planning principles
- This year Committee developed a Draft vision statement and briefing paper on the Marina
- Would like to share that vision with you tonight

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Leased slips, where city residents and other locals moor boats; and transient slips, where visitors from farther afield temporarily dock

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Its ambience is a tourist draw

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Base for Potomac tour boats

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Terminal for growing of water taxi services to National Harbor, Nationals Park, and other destinations

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Base for emergency services

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Center for the Alexandria Seaport Foundation

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- A place for visiting tall ships and cruise liners

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Anchor for city businesses

As an asset of the city the Marina serves many purposes:



The role of the Marina in City life:

- Place of activity

But it also has operational problems



Operational Problems:

- Concerns about depth of water down river from Alexandria / 18 feet deep shipping channel / Federal responsibility

But it also has operational problems



Operational Problems:

- Day to day repairs from weather, aging, and accidents

But it also has operational problems



Operational Problems:

- Design of moorings
- Flood at high spring tide
- Chafe boats as they do not float
- Open to wake from passing vessels not heeding speed limit
- Open to public – poor security creates problems for boat owners trespass, theft

But it also has operational problems



Operational Problems:

- Insufficient electrical supply for larger boats – air conditioning

But it also has operational problems



Operational Problems:

- Debris

But it also has operational problems



Operational Problems:

- Security for large visiting ships – does not meet Homeland Security criteria for cruise ships and other large vessels

...and some problems need a lot of \$\$\$\$\$\$\$s



Big dollar items

- Regular Dredging—every 5-10 years; cost: \$2.6 million in Feb. 2008

...and some problems need a lot of \$\$\$\$\$\$s



Big dollar items

- Bulkhead repairs

...and some problems need a lot of \$\$\$\$\$\$s



Big dollar items

- Natural shoreline repairs

...and some problems need a lot of \$\$\$\$\$\$s



Big dollar items

- Storm damage (Hurricane Isabel in Sept. 2003)

...and some problems need a lot of \$\$\$\$\$\$s



Big dollar items

- Storm damage (Hurricane Isabel in Sept. 2003)

...and some problems need a lot of \$\$\$\$\$\$\$s



Big dollar items

- Regular flooding

...and some problems need a lot of \$\$\$\$\$\$s



Big dollar items

- Narrow access

...and some people have boats that are
just too darn big for our marina



Insufficient slips for larger boats

All this has to be funded

Operational Income

- Rental and slip fees
- 57 lease slips
- 4 transient slips
- 6 commercial lease slips
- 1x 210' berth
- 17 'other' berths



City Funding

- Recreation, Parks and Cultural Activities direct and cross funding

- Capital Investment Program Funding

<u>2009</u>	<u>2010</u>	<u>2011</u>
\$49,613	\$52,093	\$54,698

- But CIP has many demands on it from across all City government activities

Fund raising

- Operating funding from boat fees
- City government funding
- Recent capital expenditure on marina—about \$50,000/year over next 6 years
- But this competes with other demands for City tax funds

Taking everything into consideration

Is the Marina an asset?

YES Hands up all who agree

What can we do to strengthen this asset?

Is it an asset? HANDS UP ALL WHO AGREE

Waterfront Committee believes the asset should be strengthened

Alexandria Waterfront Committee Draft Marina Vision Statement

- Central gathering place for residents & visitors
- Modern, well-maintained pleasure boat docks
- Sufficient facilities for commercial vessels
- Inviting portal for visitors arriving via water taxi
- Space for river-oriented public service groups
- Adequate facilities for Police and Fire needs
- Dock for historic watercraft (e.g. tall ships)
- Berth for visiting large ships

Alexandria Waterfront Committee Draft Marina Vision:

- A central gathering place that preserves open vistas of the Potomac River and attracts residents and visitors alike
- A modern, well-maintained facility for docking boats that meets the technical specifications and market demands of recreational boaters
- Sufficient dock space and other facilities required to support commercial vessels, including tour boats
- An inviting permanent portal to the City for visitors arriving via ferry services such as the water taxi
- Continued space for river-oriented public service organizations such as the Alexandria Seaport Foundation
- Landside and dock facilities required to meet the needs of the Alexandria Fire and Police Departments
- A dock suitable for the permanent or temporary mooring of historic watercraft such as tall ships
- A berth adequate for visiting large ships such as cruise ships and warships

First – bring what is there up to standard...



...and maintain it.



First priority:

- Maintenance
- Repair
- Electricity supply
- Clean
- Security: Including funding patrols and capital investments required to make a safe and secure place to recreate.
- Bulkheads

Then, maintain. Includes working with other governments to ensure Potomac waterways remain accessible

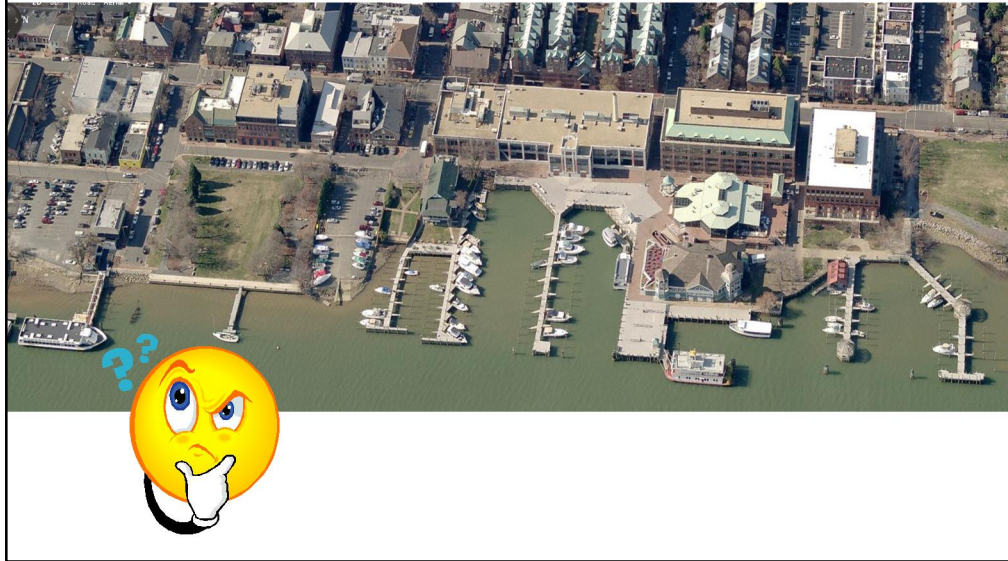
Then develop a 20-year master plan:

- a) Increase number of slips with a good mix of vessel size in mind
- b) Improve visitor (foot and boat) facilities
- c) Plan an effective workforce
- d) Plan for the financial support necessary

Develop a 20-year master plan

- A design that can be implemented in logical steps
- Both physical design and resource provision
- Stick to the plan

What is the optimum size for our marina?



How big should the marina be?

Marina Size

This would be the subject of a full design study but there is the recent report by Moffatt and Nichol that suggests a minimum of 150 slips to create a degree of financial sufficiency

But the multi use approach should be maintained – and there are other problems, other than that of cash, to be overcome.....

How big should the marina be?

- Moffatt and Nichol recommend 150+ slips
- If so, where to put the slips? This is one of the items to address tonight

Jurisdiction

Landownership of the shoreline is a muddle involving Federal and District of Columbia governments, City and private ownership.



Other problems

- Land and river bed ownership – still an issue after over 120 years

Scale

The Marina must not become too dominant along the waterfront.....



..for large marinas demand land and facilities and are inherently untidy



Design must not swamp rest of waterfront concept

- Must be compatible with the historic character and scale of the waterfront and surrounding neighborhoods
- Big commercial marinas require a lot of land for storage, workshops and chandlers

There must be clear signage.....



There must be good interpretive signage

...and facilities for all users



It must cater to many users and the multi-use nature of the waterfront

The marina must always welcome visitors



The City should build up its facilities for transient boating visitors to encourage them to spend money in the city

It must respect our history,



our environment,



Respect history and the environment

- Apply environmentally friendly design and construction, meet the needs of land use and clean water laws governing the Chesapeake Bay watershed; and meet objectives of the City's Environmental Action Plan

Make the most of the assets the city has...



...be a place of interest



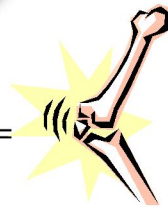
We must utilize the assets we have. Here is one of the two Robinson terminal jetties: How should we incorporate this asset into any redevelopment of these sites?

And respect our history: Godspeed

It must have a secure financial structure



And to this end we recommend =



A break – a new structure of funding

The marina must be financially secure. As marina grows, break away from being directly run on day to day basis by City government via an enterprise fund for Marina operations and management (one example is Alexandria Sanitation Authority)

It must have a secure financial structure

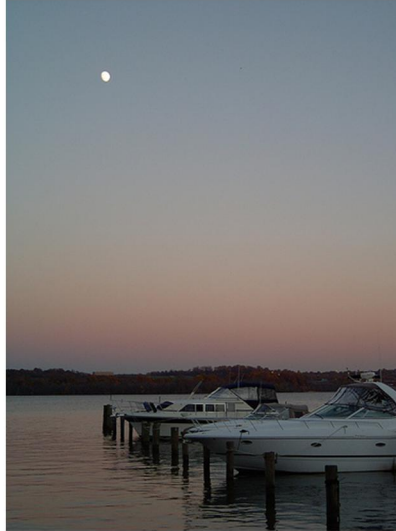
As an example, the Marina governing body could emulate that of the Alexandria Sanitation Authority.

...“The Authority is governed by a board of x citizen members appointed by City Council to a four-year staggered terms. It is a public body in all respects, but is independent of the City government administratively and financially. The Board hires its own staff, establishes its own operating policies, and adopts the schedule of rate fees and charges paid by the users of the system. This is all within the provisions of the Authorities act and other state law governing the activities of local public bodies.”

It would still remain under the control of City Government but be able to make operational decisions and raise money in its own right

One example of an enterprise model is the Alexandria Sanitation Authority

...and it must be a place of beauty



Finally, the marina must remain an asset, including aesthetically